MBTA Key Bus Route Improvement Program

Community Meeting
Route 116/117

April 11, 2011
East Boston Social Center
Central Sq, East Boston

Agenda

- Welcome and introductions
- Safety briefing/Accommodations
- Meeting announcement
- Key Bus Route Program overview
- Today's Challenges
- Preliminary recommendations
- Next Steps
- Discussion

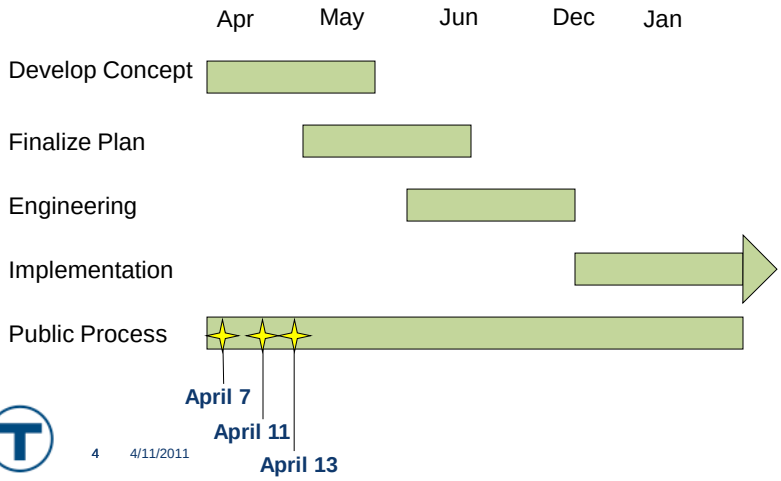
Introduction

- Enhancements to 15 Key Bus Routes
- Funded by $10 million ARRA grant

PUTTING AMERICA TO WORK
PROJECT FUNDED BY THE American Recovery and Reinvestment Act

Project Schedule
Bus Route 116/117

massDOT Massachusetts Department of Transportation Rail & Transit Division



Key Bus Route Goals

- **Reliability**
  - less bus bunching
- **Faster trips**
  - less stops, reduced delays
- **Improved accessibility**
  - for seniors and persons with disabilities
- **Passenger amenities**
  - shelters, benches, signage, trash receptacles

Route 116/117: Overview

- Wonderland to Maverick
  - Via Central Sq East Boston, Chelsea Square, Bellingham Square, and Broadway.
- Connects to:
  - Blue Line and Commuter Rail
  - MBTA bus routes, including 110, 111, 114, 119, 120, 121
- MBTA's 9th busiest route-
  - Over 8,446 avg. daily boardings
- Peak hour headways
  - Every 10-12 minutes
- On-time performance
  - 64% Weekday

  Source: MBTA's 2008 Biennial Service Plan
- 5.5 (116) & 5.1 (117) miles long
- 116 Unique Stops
  - 49/44 Inbound (to Maverick)
  - 48/43 Outbound (to Wonderland)
  - 71 stops shared for both routes

Today's Challenges

- Bus stops often not long enough to allow accessible and safe boarding/alighting at each door

Improved Accessibility

- Legal Mandate
- All bus doors must open at curb
  - Longer bus stops
- Deter cars from parking in stops
  - Assist municipal/ transit police enforcement

Farside – 60ft

Nearside – 80ft

Required Bus Stop Lengths

40’ bus

Midblock (or after left hand turn) – 100ft

Today’s Challenges

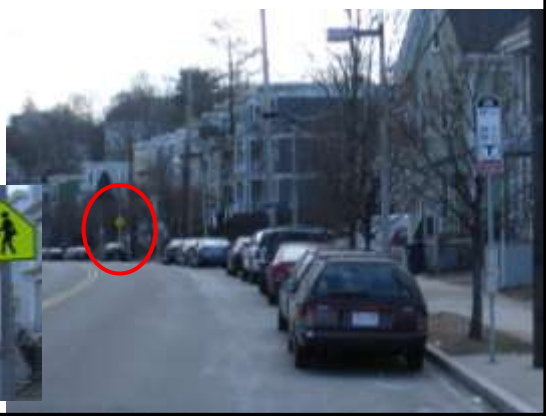
- Poorly located boarding area with blocked access
- Clear path of travel to/from/through stop
- Snow clearance

Preferred Bus Stop Locations

- Sufficient length to allow bus to pull to the curb
- Clear boarding/alighting area
- Not blocking crosswalks or driveways
- Considerate of adjacent traffic
- Appropriate distance between stops

Today's Challenges

- Bus stops located too close together



Optimized Bus Stop Spacing

- Ideal spacing is one stop every 750-1,320 ft (4 - 7 per mile)
- Resulting walk time = 4-6 minutes
- Route 116/117 has many stops less than 750 ft apart, especially on Revere St and Beach St.
- Closest stops are 230 ft

Today's Challenges

- Missing/Damaged Signs
- Obstructed Signs
- Incorrect/Outdated Information

Reliability Issues

- Bus 'bunching'
- Overcrowding
- On-time performance

Bus Stop Locations
What we consider:

- Ridership – customer boardings and alightings
- Proximity to schools, medical centers etc
- Distance to adjacent stops
- Reducing traffic congestion
- Parking impacts
- Potential to add amenities – shelters, benches etc.

Bus Stop Consolidation

Benefits

- Shortens bus trip times
- Improves service reliability
- Minimizes “stop & go” experience
- Provides additional parking spaces
- Ability to provide better stop amenities

Better Pavement Markings

- Improves bus stop delineation
- Helps prevent illegal parking

Improved Passenger Comfort & Convenience

- Install shelters where possible
  - Weather protection, seating, comfort
- New street furniture
  - Benches, trash receptacles

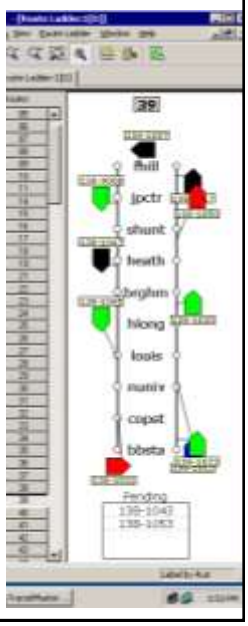
New Bus Shelters

Traffic Signal Improvements

- Provide longer green time for buses
- Reduce overall congestion
- Requires coordination with roadway authority

Improving Reliability

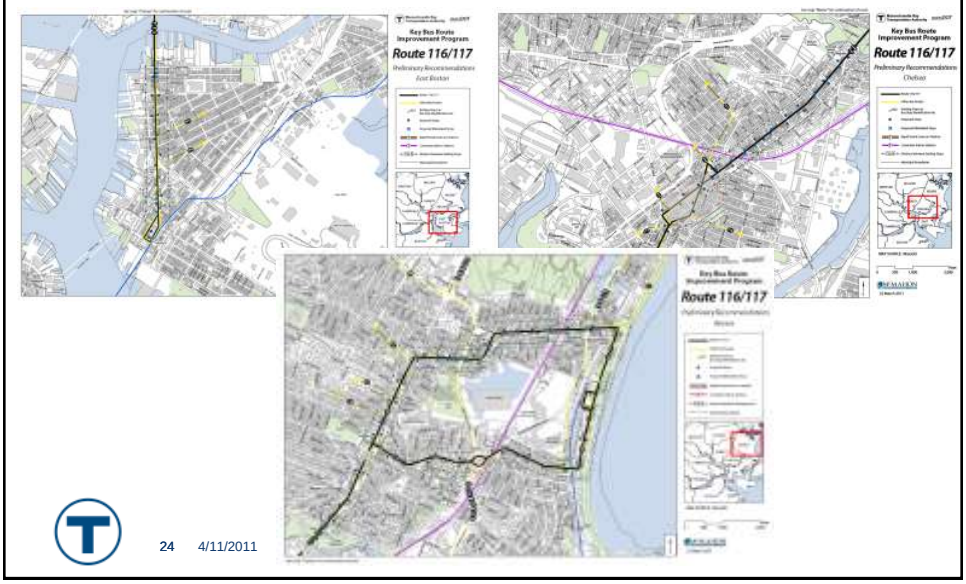
- Tools to monitor and control buses



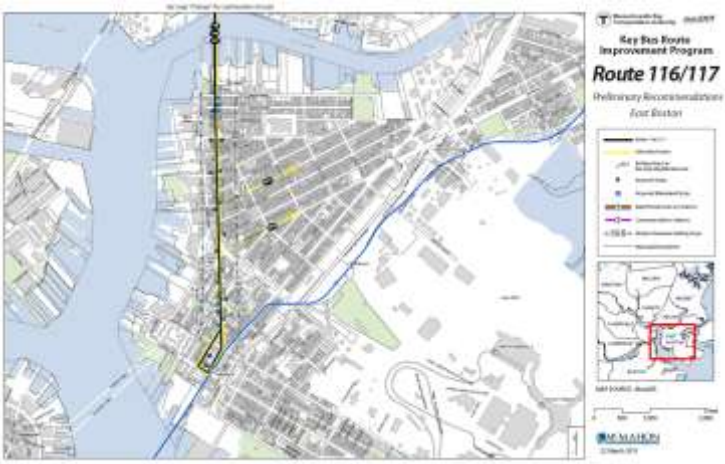
Bus Arrival Times

Preliminary Recommendations

massDOT
Massachusetts Department of Transportation
Rail & Transit Division

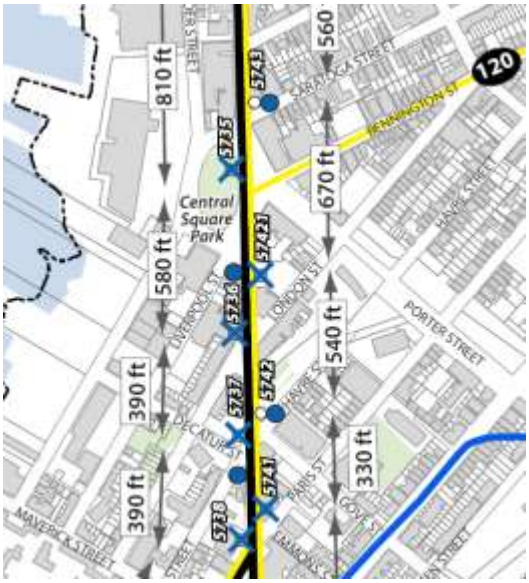


East Boston



Central Sq, East Boston

Improve stops in co-ordination with City of Boston Central Square Project

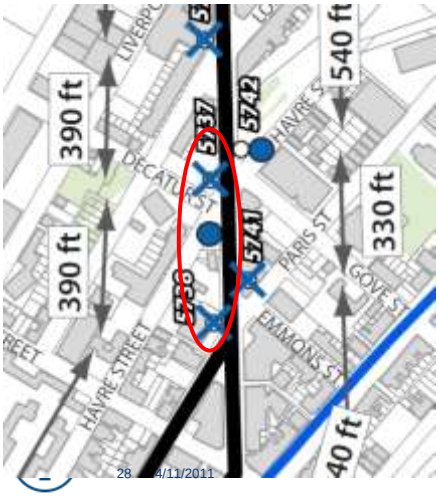


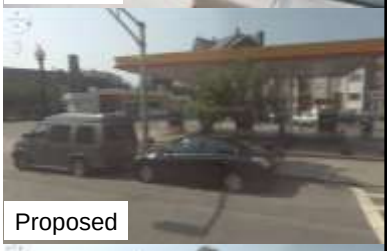
Meridian St @ Paris St OB

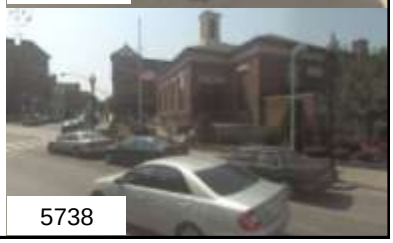
Remove stop to improve bus stop spacing and due to proximity of next stop at Havre.

Meridian St @ Havre/Paris IB

Consolidate to improve stop spacing and traffic flow.

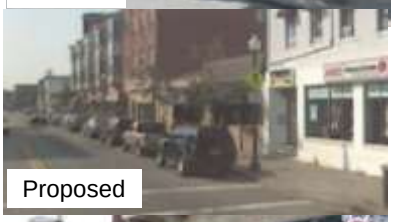






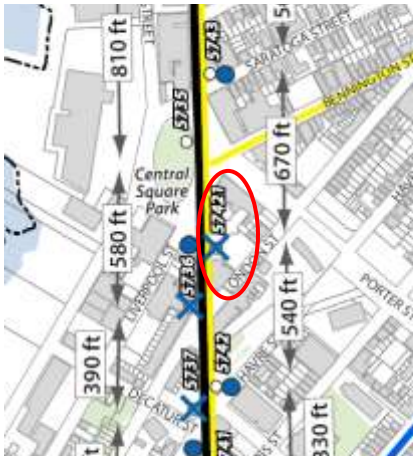
Meridian St @ Central Sq/London

Consolidate to improve traffic flow, parking, and bus stop spacing.



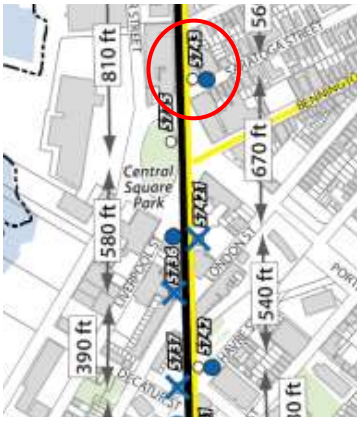
Meridian St @ London St OB

Remove stop to improve bus stop spacing.



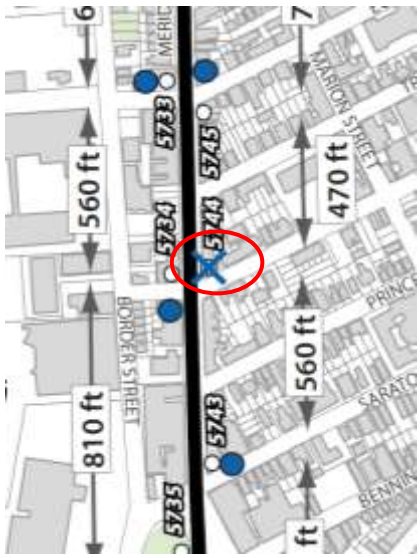
Meridian St @ Saratoga St OB

Lengthen stop to improve traffic flow.
Add amenities, pavement markings.



Meridian St @ Lexington St OB

Remove stop to improve bus stop spacing.

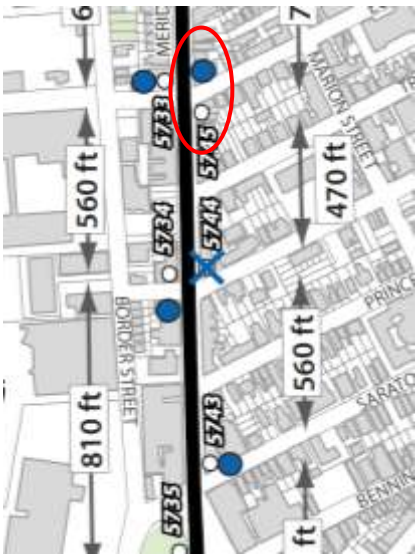


Meridian St at Lexington St IB

Relocate farside. Add bench, trash receptacle and pavement markings.

Meridian St @ Eutaw St OB

Relocate stop to farside. Add pavement markings.



Meridian St @ Condor St IB

Consolidate with West Eagle to farside of Falcon St. Add shelter, amenities, and pavement markings.

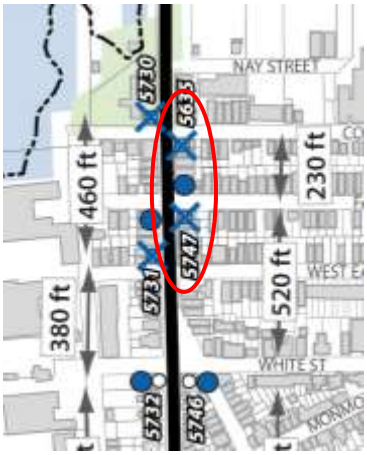
5730

Proposed

5731

Meridian St @ Falcon St OB

Consolidate with Condor to farside of Falcon St.

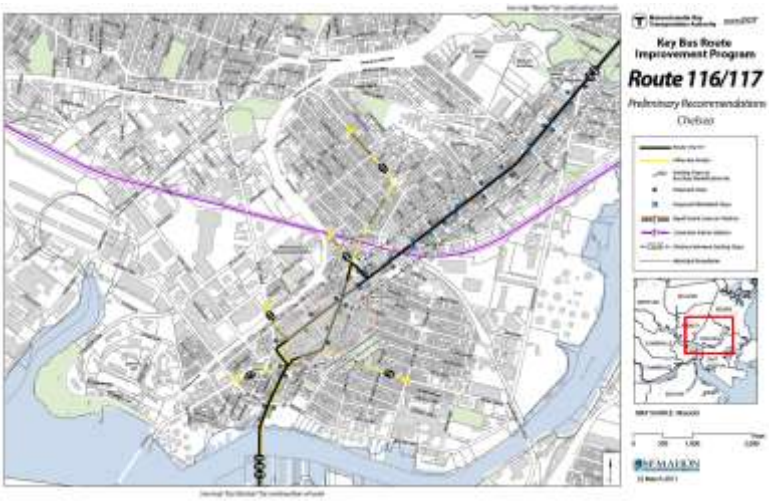


5747

Proposed

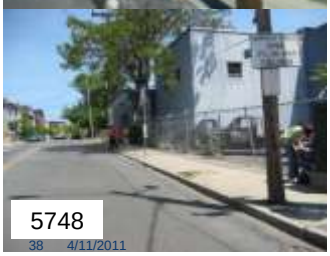
5635

Chelsea



Pearl St @ Essex St & Marginal OB

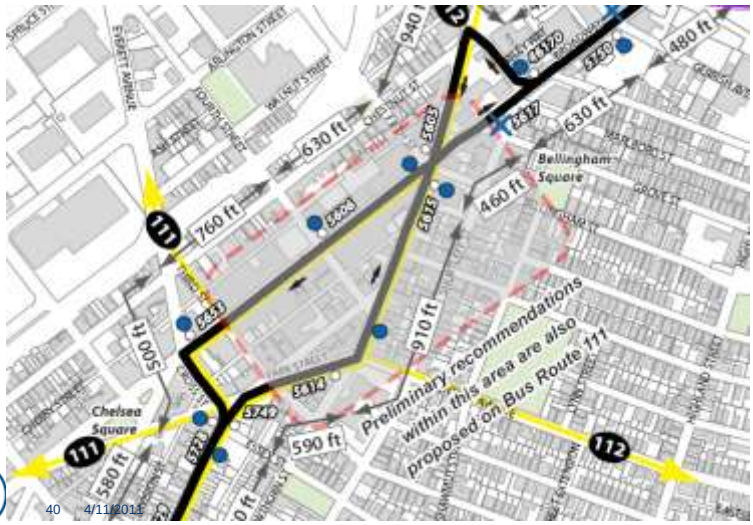
Lengthen stops. Consider queue jump lane/signal improvements @ Marginal.



Pearl St @ Williams St IB

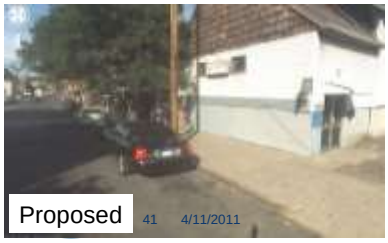
Relocate to farside to improve traffic flow. Add bench, trash receptacle, and pavement markings.

Co-ordination with Rt 111 in Bellingham Sq



* Park St @ Hawthorn St OB

Relocate to farside of Central, add amenities.



* Co-ordinate with Rt 111

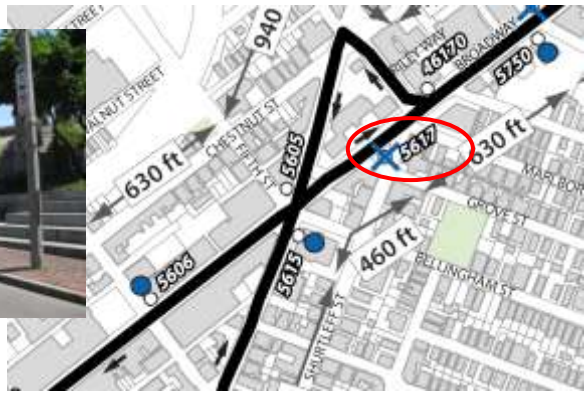
* Washington Ave @ Fifth St IB

Relocate stop to farside and add shelter, bench, trash receptacle on curb extension, and add pavement markings.

* Co-ordinate with Rt 111

* Broadway @ Shurtleff St OB

Remove stop to improve bus stop spacing and poor location of stop mid crosswalk.



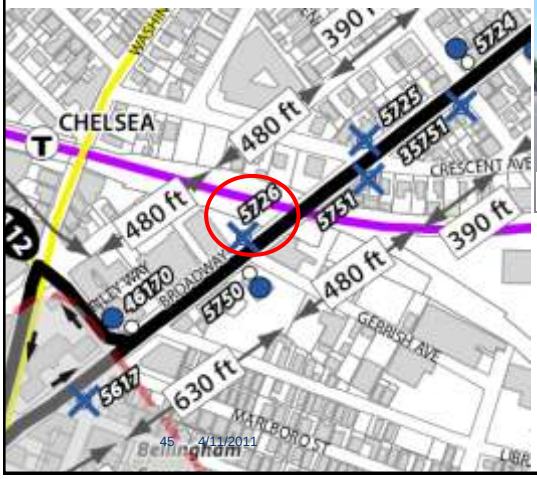
* Co-ordinate with Rt 111

Broadway @ City Hall Ave IB

Relocate stop to City Hall Ave

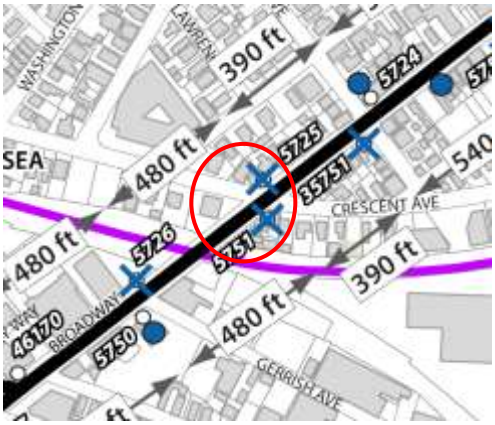
Broadway @ Gerrish St IB

Remove stop due to low ridership and to improve stop spacing.



Broadway @ Crescent Ave

Remove stops due to low ridership, short bus stop length and to improve stop spacing.



Broadway @ Cary Ave OB

Consolidate with Parker St to improve spacing and due to insufficient bus stop length. Add amenities and investigate signal improvements at Cary Ave.

Broadway @ Parker St IB

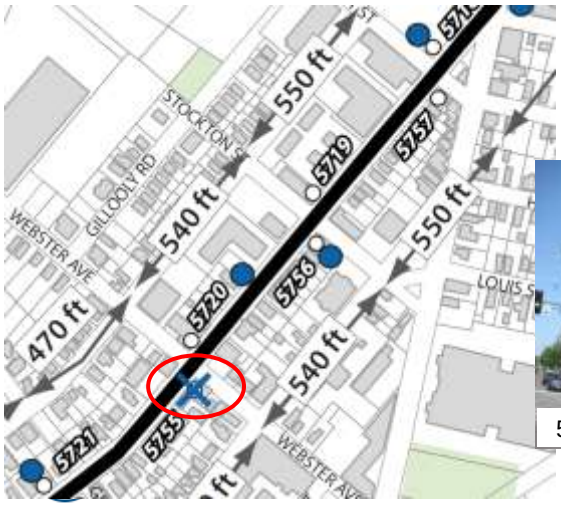
Remove stop due to stop length and to improve stop spacing.

Broadway @ Eleanor St

Lengthen stops by removing 1-2 spaces per stop.

Broadway @ Webster St OB

Remove stop due to insufficient stop length and to improve stop spacing.



Broadway @ Stockton St IB

Consolidate with Webster St to midblock @ Tedeschi.
Add shelter.

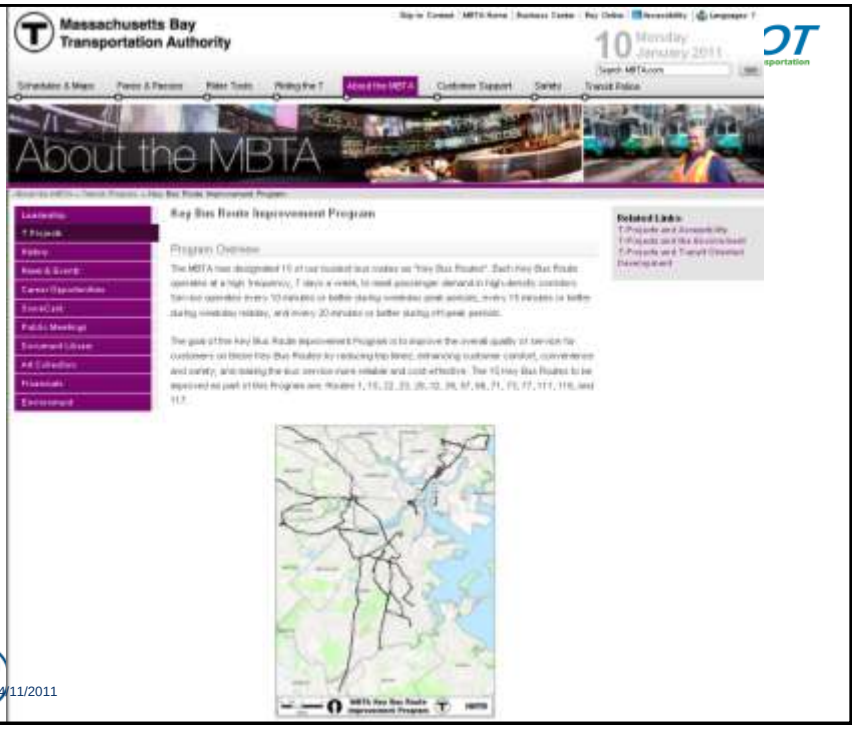
Broadway @ Cabot St OB

Relocate stop to farside of Clinton St .

Summary of Preliminary Recommendations

- Add shelters, benches, trash receptacles
- Lengthen stops for accessibility
- Relocate stops
- Consolidate stops
  - Current Stop Plan 48 IB/47 OB (116); 41 IB/42 OB (117)
  - Proposed Stop Plan 31 IB/33 OB (116); 27 IB/28 OB (117)
- Investigate traffic signal improvements
- Sidewalk improvements/curb extensions

Public Outreach



Comments and Next Steps

- Project Updates at www.mbta.com/keybusroutes
- Mail to Operations and Service Development, 45 High St, Boston, MA 02110
- Email to keybusroutes@mbta.com
- Comments by Wednesday, April 27, 2011
- Next community meeting
  - April 13 – Chelsea Collaborative, Bellingham Sq
- Discussion

Discussion

These are

PRELIMINARY RECOMMENDATIONS

We want to hear from you!